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WEDNESDAY, JANUARY 24, 1885.

THE DEMOCRAT'S SPECIALS.

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CHICAGO CHAMBER.

TALK OF CHANGE.

Monday, Jan. 23, 1885.

One member noticed that the people along the line of the proposed Louisville and St. Louis Railroad, are beginning to hold meetings, and to express their opinion on the proposed line. He thinks, however, if Louisville does as much as he expects to do for the Nashville and Memphis roads, and half as much as he is expected to do for the Fort Wayne road, and the tunnel, that the citizens will be satisfied with their efforts in the way of railroads. For his part, he is, however, opposed to granting to any railroad the right of way through the city of Louisville, and he will use his influence against any such movement.

There is considerable agitation in Cincinnati, in reference to running railroads through the streets of the city, and the expediency of having city railroads. It has been tried in the past, and succeeded, and there is no doubt about the necessity of such a line in the city, as our population is hardly large enough. Still, if the Portland road were extended up Main to the Woodland garden, and down through Portland to West Louisville, and freight trains put on, it would pay well, and be a great saving to business men.

The Pittsburgh Gazette says that the exploded theory of improving the navigation of the Ohio by letting Lake Erie, and further east, has been the only really good plan for improving it by means of locks and dams. This is merely an opinion, and one that is entirely unsupported by argument or estimate. It is very easy to say a plan is impracticable, or that another is practicable, without giving any proof, but to substantiate a plan, requires more than simple assertion. It is just as easy to say that the Ohio can be improved by locks and dams, as it is to say that it cannot. One member proposes to examine the plan of locks and dams. How many would be required between this city and Pittsburgh? It is supposed one below every bar will be necessary. And how many bars are there? The member supposes that at least twenty will be required. The cost of the locks, no matter how large, is \$50 or 70 wide. To build these will require not less than \$500,000 each, including dams and keepers' house, and the clearing out of the channel of the river, so as to make an open canal, will cost about one million more.

Here, then, is a cost of seven millions. With a capital of five millions there must be issued two millions of bonds, which the member supposes will be sold at 100 cents, and will be taken up by the public. Now what will be the annual expense of keeping up the improvement? The danger of complete destruction to the works from drift and ice may safely be put down at 25 per cent. If this per cent. appears too large, it should be recalled that an immense field of ice, say fifty or one hundred acres, coming down a dam or lock, would tear it all to pieces, break down the dam, and overthrow the works of the lock, no matter how substantially erected. But that the per cent. may not be charged so too large, let the regular wear and tear, the expense of a keeper to each, and the cost of dredging out the channel after every freshet be included to this add six per cent. Interest on two millions bonds, and there will remain precious little from receipts with which to pay dividends.

The annual expenses, then, would be 55 per cent. on seven millions, or \$3,850,000. Six per cent. on two millions would be \$120,000. Total, \$3,970,000. Now the question is, how much business would it require to meet this expense? The longest season during which the locks and dams could be used, would be six months, and that would be reduced to four on account of regular repairs going on. And the largest number of boats that could pass in any one season, would not exceed eighteen thousand per year. One lock, would, during four months, exceed an average of ten. The average tonnage of such boats as would go through would not exceed 600. Here, then, there would be 6,000 tons per year for 120 days, or 720,000 tons in one season. Coal and fatboats must not be counted on, as they could not pass in winter, and there would be no water enough between locks to float them. The locks, then, must come out of steamboats. How much would it be? No less than \$3.40 per ton measured from every boat. As the average freight of each boat does not exceed 66 per cent of its capacity, that would be that of \$2.55, or \$2.55 per ton on two-thirds of 720,000 tons, or 385,000, or \$2.55 per ton for every ton of freight on board.

Boats cannot afford to lose this toll, and it amounts to 21 cents per hundred pounds. The passage of the 30 locks would require on an average, one hour and a half each, or 30 hours; and this would cost the boats more than \$100,000; this toll would cost the boats more than \$100,000. Here would be at the lowest calculation, 21 cents per hundred, which must be charged in addition to present rates, which, in a fair stage of water, are not less than 30 cents—total per hundred freight, fully 50 cents. Is it to be supposed for an instant, that the merchants of Louisville, or any other city in the west, would pay that toll? The toll would cost the boats more than \$100,000; this toll would cost the boats more than \$100,000. Here would be at the lowest calculation, 21 cents per hundred, which must be charged in addition to present rates, which, in a fair stage of water, are not less than 30 cents—total per hundred freight, fully 50 cents. Is it to be supposed for an instant, that the merchants of Louisville, or any other city in the west, would pay that toll?

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BY TELEGRAPH.

WASHINGTON, January 22.

SENATE.—Mr. Jones, of Tenn., made a violent onslaught upon the Postmaster General for his neglect to furnish daily mail service to the cities of Congress and 1884 and 1885. Mr. Jones, of the Military Committee, reported in favor of a bill to amend the act of March 3, 1879, to provide for the payment of the bounty land bill, to refer to a Select Committee, which was negatived. Pending the motion to reconsider the last vote reported in the morning, the table, the Senate adjourned.

HOUSE.—After some unimportant proceedings, the House resumed the consideration of the Pacific Railroad bill. Mr. Campbell moved to reconsider the vote reported in the morning, which was negatived by 105 yeas and 91 nays. Mr. Campbell moved to reconsider the vote reported in the morning, which was negatived by 105 yeas and 91 nays.

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NEW ORLEANS MARKET.

NEW ORLEANS, January 22.

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CURE FOR ALL HOLLOWAY'S OINTMENT.

It is the only cure for all the diseases of the skin, and for all the diseases of the blood, and for all the diseases of the system. It is the only cure for all the diseases of the skin, and for all the diseases of the blood, and for all the diseases of the system.

Cure of Sore Legs, after Nine Years' Standing.

Mr. W. J. Langley, of Haverhill, Mass., writes: "I have been suffering from a sore leg for nine years, and have tried every remedy known to me, but have not been able to get it cured. I have been told that your ointment was the only cure for such cases, and I have tried it, and it has cured me. I am now well, and I am able to walk without pain."

Light and Chandeliers.

Pendants and Brackets.

Our latest Patent, and put up by us. We have a large stock of all the latest styles of light and chandeliers, pendants and brackets, and we are able to make them to order. We are also able to make them to order.

M. M. MORTIMER, CLIFFORD & CO.,

Stoves, Grates, Copper, Tin and Sheet Iron Ware,

No. 830 MAIN STREET, BETWEEN THIRD AND FOURTH, LOUISVILLE, KY.

Our assortment is large and complete, and we are able to make them to order. We are also able to make them to order.

THEIR PECTORAL

Coughs, Colds, Hoarseness, Bronchitis, Whooping-Cough, Croup, Asthma, and Consumption.

It is the only cure for all the diseases of the chest, and for all the diseases of the lungs, and for all the diseases of the system. It is the only cure for all the diseases of the chest, and for all the diseases of the lungs, and for all the diseases of the system.

WALKER'S COMPOUND

CUMARABIC RUBBER

It is the only cure for all the diseases of the skin, and for all the diseases of the blood, and for all the diseases of the system. It is the only cure for all the diseases of the skin, and for all the diseases of the blood, and for all the diseases of the system.

LOUISVILLE SCALE FACTORY.

NEALSON & DAVIS, MANUFACTURERS.

No. 50 and 51 SIXTH STREET, NEAR COCKS HOOK, LOUISVILLE, KY.

We are able to make scales of all sizes, and we are able to make them to order. We are also able to make them to order.

Large Stock of ELEGANT AND FASHIONABLE FURNITURE,

WHOLESALE AND RETAIL.

J. M. STOKES & SON,

No. 835 MAIN STREET, OPPOSITE BANK OF KENTUCKY.

Our assortment is large and complete, and we are able to make them to order. We are also able to make them to order.

EDWARD STOKES

No. 445, corner of Main and Fifth sts.

LOUISVILLE, KENTUCKY.

Our assortment is large and complete, and we are able to make them to order. We are also able to make them to order.

REBUILD THE BROKEN CONSTITUTION.

It is the only cure for all the diseases of the system, and for all the diseases of the blood, and for all the diseases of the system. It is the only cure for all the diseases of the system, and for all the diseases of the blood, and for all the diseases of the system.

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KENTUCKY MILITARY INSTITUTE.

It is the only school for the preparation of young men for the military service, and for all the diseases of the system. It is the only school for the preparation of young men for the military service, and for all the diseases of the system.

THE MAIN STREET TO RIGOR

SURGICAL INSTRUMENTS

It is the only school for the preparation of young men for the military service, and for all the diseases of the system. It is the only school for the preparation of young men for the military service, and for all the diseases of the system.

WALKER'S COMPOUND

CUMARABIC RUBBER

It is the only cure for all the diseases of the skin, and for all the diseases of the blood, and for all the diseases of the system. It is the only cure for all the diseases of the skin, and for all the diseases of the blood, and for all the diseases of the system.

REBUILD THE BROKEN CONSTITUTION.

It is the only cure for all the diseases of the system, and for all the diseases of the blood, and for all the diseases of the system. It is the only cure for all the diseases of the system, and for all the diseases of the blood, and for all the diseases of the system.

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THE MAIN STREET TO RIGOR

SURGICAL INSTRUMENTS

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